

*...Mission Bay Park should provide safe, efficient and enjoyable access to all of its recreation areas, minimizing circulation and parking impacts on adjacent residential areas. Traffic and parking should support, but not overwhelm, the Park's recreation areas, the regional parkland areas in particular. Bicycle and pedestrian paths should reach all areas of the Park and extend to adjacent open space corridors in as safe and enjoyable a manner as possible.*

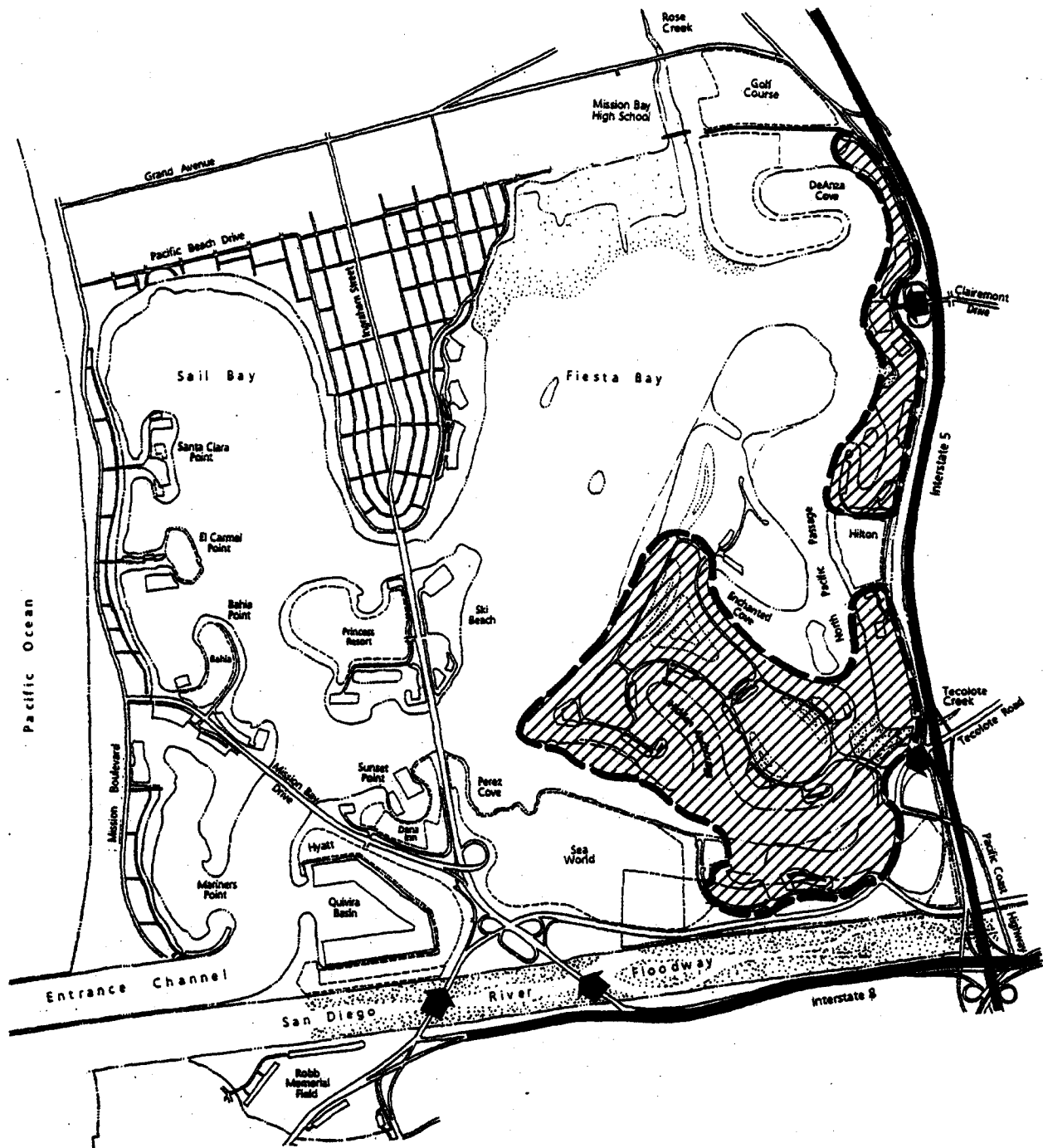
## LAND USE GUIDANCE

Traffic and circulation efficiency is dependent on land use considerations as much as actual physical roadway improvements. Some areas of the Park, such as Crown Point Shores, generate substantial traffic movement through the adjacent neighborhoods. The resulting creates congestion a natural conflict between Park visitors and residents while causing a Park-access hardship. The opposite occurs in East Shores: there is convenient freeway access and no conflict with the neighbors.

### *Recommendations*

**77. Regional Destinations:** Regional access to Mission Bay Park is provided by I-5 and I-8, the intersection of which defines the southeast corner of the Park. To make optimum use of this infrastructure while minimizing vehicular circulation through the Park and adjacent neighborhoods, intensive regional recreation and special event venues should be focused on the southern quadrant of the Park.

**78. Large Group Picnics:** Because they generate substantial vehicular traffic, large group picnics and events requiring permits and/or reservations should be targeted on South Shores and the southern area of Fiesta Island. Conversely, such activities should be scaled back and de-emphasized in Park areas adjacent to residential districts, such as Crown Point Shores.



Note: Refer to "Optional South Fiesta Island Development Plan" on page 126.



### Land Use Guidance

figure 26

### LEGEND



Primary Regional Recreation



Access from Freeway

## PARKING PROVISIONS

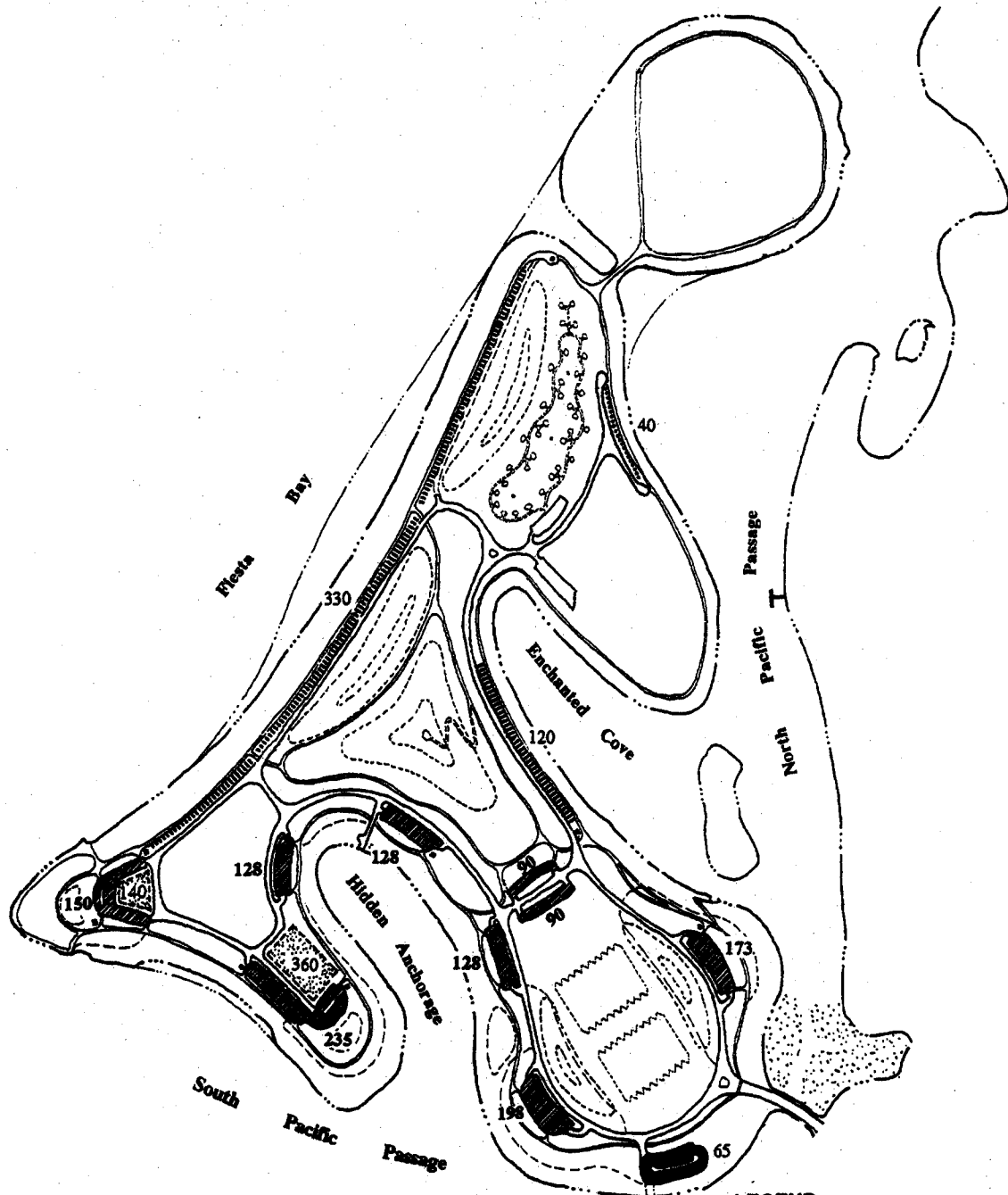
Since all of the new regional parkland is targeted for the southeast area of the Park, all of the additional parking needs should be met in South Shores and Fiesta Island. It is the intent of this Plan to maximize the utility of the land for recreation purposes. Therefore, the provision of new parking has been approached under the following criteria:

- New parking facilities should not occupy parkland within the primary waterfront zone (300 feet from the shore), as a means to meet peak demands.
- In the interest of safety and efficiency, parking provisions should promote reductions in vehicular circulation around the Park.
- Parking provisions should serve multiple needs, including those of persons with disabilities and recreational vehicles.

### *Recommendations*

**84. Fiesta Island/South Shores Parking:** Following the standards set in the Design Guidelines, 2,570 parking spaces can be accommodated on Fiesta Island and South Shores for land-based recreational purposes. These spaces are distributed as follows:

• Paved Parking Lots	1,620 spaces
• Overflow parking in turfed areas	500 spaces
• Roadside gravel parking	450 spaces
<hr/>	
<b>Total</b>	<b>2,570 spaces</b>



Notes: (1) Numbers include RV Parking and parking for persons with disabilities. Parking for new campground lease area and Youth Camp is not included.

(2) Refer to "Optional South Fiesta Island Development Plan" on page 130



### Parking and Circulation of Fiesta Island

figure 27

#### LEGEND

	Paved Parking: 1320
	Roadside Gravel Parking: 450
	Turf Parking : 500 (Special Event Overflow)
	PWC Parking and Launching: 65
	Board Sailing and Launching: 40
	Total: 2375

This figure does not include 105 spaces provided for water-based recreation purposes, namely for personal water-craft and sailboard users.

**85. Overflow Parking:** Given that 2,570 parking spaces can be accommodated within the recreation areas of Fiesta Island and South Shores, a deficit of about ~~2,445~~ 2,537<sup>1)</sup> parking spaces remains.

$$(5,107 - 2,570 = 2,537 \text{ spaces})$$

This deficit should be accommodated in an overflow parking facility at the eastern end of South Shores. Preliminary site studies indicate that about 2,900 vehicles can be accommodated in the overflow parking area, yielding a potential "surplus" of about 360<sup>2)</sup> spaces.

With the proposed traffic improvement measures, providing an overflow parking facility accomplishes the following objectives during peak use times:

- Minimizes the amount of area dedicated to parking within the primary recreation areas in South Shores and Fiesta Island. This corresponds to a savings of about 18 acres, which supports over 1,000 park users.
- Reduces vehicular circulation around Fiesta Island, making the island more open, and less congested.
- Reduces vehicular miles traveled within the Park, which reduces exhaust emissions.
- Permits the efficient collection and treatment of a large amount of contaminated runoff from parking lots, which helps improve the Park's water quality.
- Enhances the viability of a tram to distribute people around the Park by concentrating tram users in one location.

To make effective use of the overflow parking facility during peak days, access to Fiesta Island must be monitored and controlled. A simple solution would be to electronically register the number of vehicles entering the Island.

1. This appears to have been a mathematical error in the original document. The number should reflect the result of subtracting 2,570 from 5,107, as shown in the equation below which equals 2,537 parking spaces.

2. The 360 approximation was derived from subtracting the remaining 2,537 spaces from the 2,900 spaces resulting in 363 which is "about 360 spaces."

Table 4

**ACCESSIBLE PARKING REQUIREMENTS**

Total Parking in Lot	Required Minimum Number of Accessible Spaces
1 to 25	1
26 to 50	2
51 to 75	3
76 to 100	4
101 to 150	5
151 to 200	6
201 to 300	7
301 to 400	8
401 to 500	9
501 to 1000	2 percent of total
1001 and over	20 plus 1 for each 100 over 1000

Source: ADA

Once the count reaches 90 percent of the assigned parking lot spaces, a Park ranger would place or activate gates restricting access to the Island and activate signage indicating the availability of the overflow parking as an alternate parking area.

**86. Parking for Persons with Disabilities:** Circulation and access facilities in Mission Bay Park must comply with the Federal Americans with Disabilities Act (ADA) of 1990. Among its provisions, the ADA requires a certain proportion of parking areas devoted to persons with disabilities. Each parking lot in the Park, including the overflow parking, must meet the ADA requirements. A future tram, or any other public transit vehicle must be equipped to carry individuals with disabilities.

In addition, the Park should provide paths and areas where persons with disabilities can access the shore. These facilities should include ramps, guardrails, and aprons for persons with disabilities to reach the water's edge.

**87. Recreational Vehicles:** Many RVs use boat trailer spaces to access the park. It is estimated that up to 50 percent of all trailer spaces may be taken by RVs during peak summer weekends. The Water Use section of this Plan accounts for this estimate by assigning an adequate number of trailer spaces to serve both boaters and RV users. This RV parking demand is over and above the total parking demand calculations as described above.

However, dedicated RV parking should be provided to minimize conflict with boaters and to provide more amenable areas for RV use. The following is recommended:

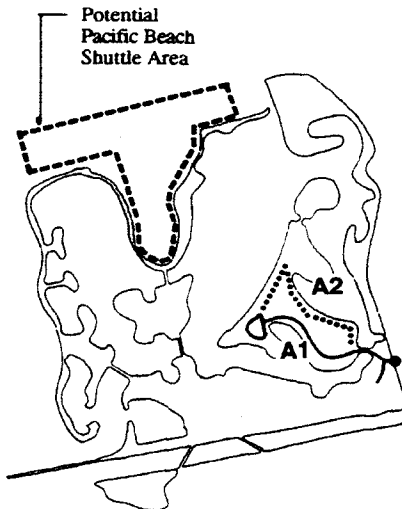
- Where appropriate, new parking lots should be designed with a water-facing parallel parking lane such that day-use RVs can park alongside and immediately adjacent to the parkland. This measure could afford RV users the opportunity to park in a variety of sites within close proximity of the water and picnic areas, if found to satisfy safety, traffic, and visual quality concerns after analysis.

## PUBLIC TRAM

The proposed 2,900 space overflow parking lot is intended to satisfy the parking demand during peak summer weekends and holidays. During such times, a tram service should operate from this lot to the various regional parkland areas, and possibly beyond to Mission Beach. The telephone user survey revealed wide-spread support for a tram along with a willingness to pay a nominal fee for its use.

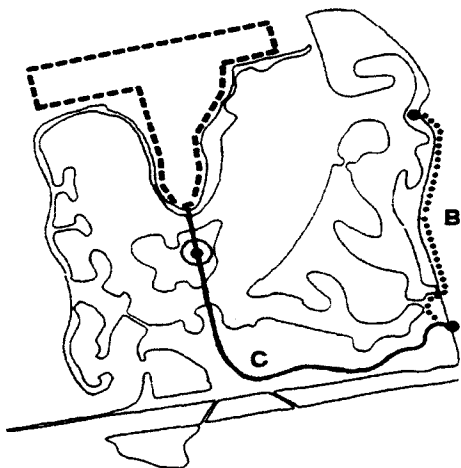
### Recommendations

Several route options are available for the operation of a tram system. A more detailed evaluation of the potential routes is included in Appendix C, which contains a traffic study for the Park prepared by Wilbur Smith Associates.



**Tram Routes A1 & A2**

● Tram Station



**Tram Routes B & C**

⊙ Potential Common Stop  
for P.B. Shuttle and  
M.B.P. Tram

**90. Fiesta Island Routes A1 and A2:** The first option recommends that the tram operate exclusively during peak days between the overflow parking lot and Fiesta Island. Given that it would operate only 50 to 60 days a year, the tram could be made available as a concession to private operators to minimize public costs. Or, at a minimum, the City could require the Thunderboat promoters or other special event organizers to operate a tram service during their particular events.

Route A2, reaching the north-central portion of the Island, would require more tram vehicles if the same head time is to be maintained as in Route A1, which is limited to the southern portion of the Island.

**91. Routes B and C:** These two routes are intended to expand the tram service northward and westward from the overflow parking area. It is not anticipated that the demand for these routes will provide feasible for a private tram concession. In all likelihood, these routes will require a public service, to be subsidized by general fund or revenue increments generated from within the Park.

The Vacation Isle stop of Route C could be used as a common stop with the potential Pacific Beach shuttle service, allowing Pacific Beach residents to access South Shores and Fiesta Island other than with their autos.

**92. Transit Interface:** As a third option, the tram service could be planned as a comprehensive system, looping around the Park through Pacific Beach with a stop at the Morena Boulevard Station of the planned light-rail trolley. This type of service could be expanded in frequency and routes during peak days to bring people to Fiesta Island, Sea World, other Park destinations, and Mission Beach. While this option is valid from a transit perspective, its feasibility cannot be determined as part of this Master Plan Update; additional studies, therefore, are required.

Under all of the above options, the tram should run on the Park roads. Where the tram must run on Sea World Drive or other city streets, the provision of special, dedicated tram lanes should be considered.

**93. Commuter Use of the Overflow Parking:** Considering the proximity to a regional light-rail transit station, the overflow parking could be dedicated for commuters during working days. This would enhance the function and efficiency of the facility and potentially maximize the use of the tram system. However, to make this lot available for non-park use, the land would have to be removed from the “dedicated” Park boundary, requiring a two-thirds citizen approval vote.

## **SPECIAL SIGNAGE AND INFORMATION**

The effective use of the Park’s parking areas and the alternate use of the tram service during peak days will require special signage and information. Motorists should learn of parking area availability, tram schedules and stops as soon as they enter the Park, minimizing the potential for confusion and unnecessary driving.



*Recommendations*

**94. Electronic Information Displays and Radio Transmission:** At the main Park entrance roads namely, Clairemont Drive, the juncture of Sea World Drive and I-5, Friars Road, and Ingraham Street - electronic information displays and pullover lane should be considered to inform motorists of special event venues, location of available parking and access to the Park's tram. Such displays would be of most value southbound on Sea World Drive prior to the Pacific Highway intersection. At this location, motorists would be informed about the closure of Fiesta Island during peak days, holidays, and special events and be directed to the overflow lot and tram station.

Alternatively, public service radio frequencies could be used to inform motorists of park activities and direct them to appropriate parking areas.

**ROADWAY IMPROVEMENTS**

As the portions of Fiesta Island and South Shores are more intensively developed, new roadway infrastructure will be necessary. In addition, roadway improvements will be necessary to mitigate the traffic flows on Sea World Drive, and to effectively and safely direct motorists to the overflow parking lot.

*Recommendations*

In an effort to comprehensively address the required traffic improvements, discussions were held jointly with Caltrans and the City's Engineering and Development Department. The recommendations described below meet, preliminarily, with their respective approvals. All traffic and roadway improvements as described in this regard should ultimately be designed to meet the requirements of the City Engineer and Fire Department.

**95. Overflow Parking Access:** With the addition of a 2,900-space overflow parking lot, the capacity of Sea World Drive will be further taxed, very likely causing longer back-ups into I-5. To mitigate this potential congestion, it is essential that access to the overflow parking be as quick and efficient as possible. To this end, the following improvements are recommended:

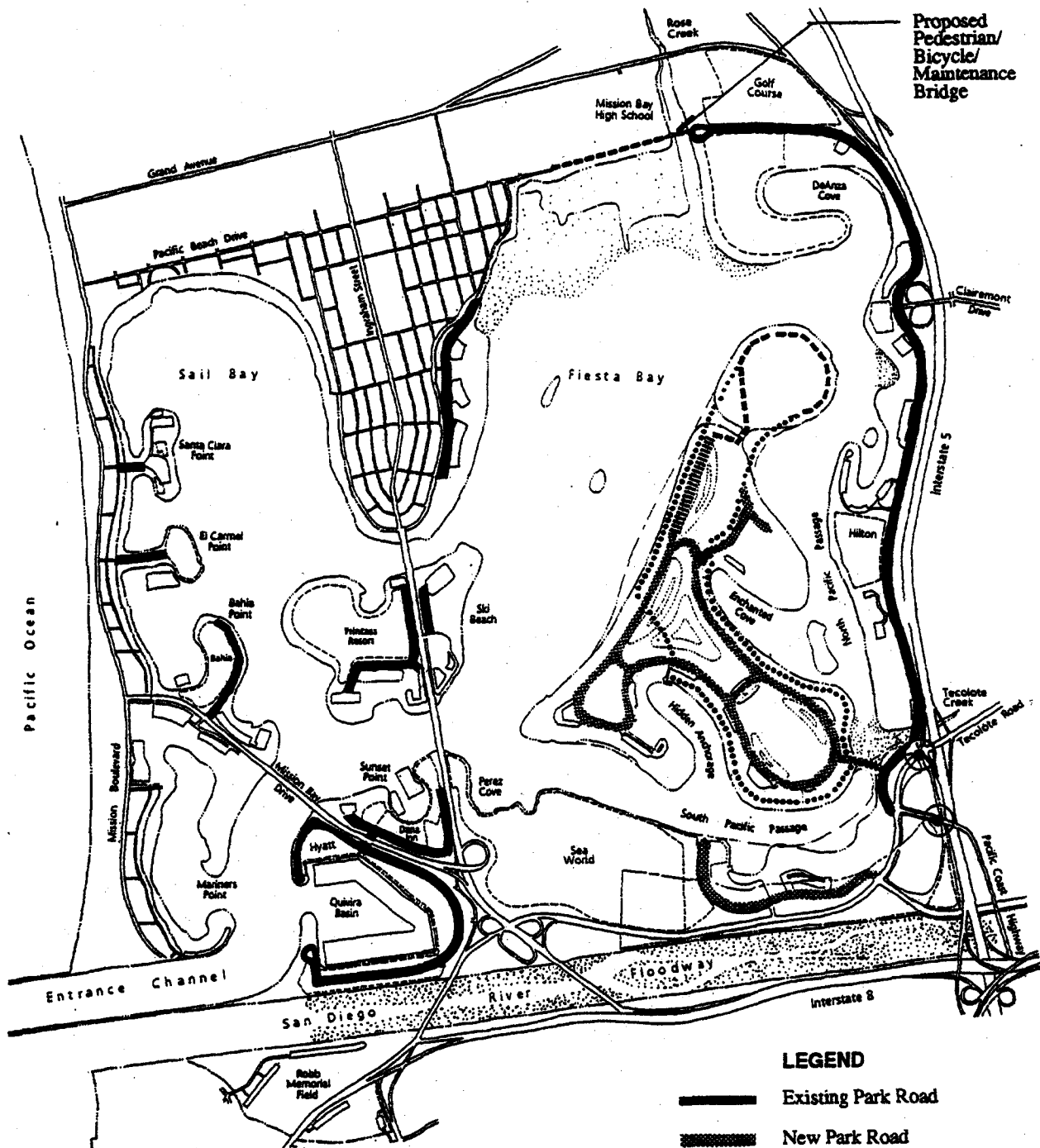
- Building underpasses at Tecolote Road and Pacific Highway, as close to the Park boundary as possible. The underpasses should maintain minimum clearances as determined by the City.
- Widening Sea World Drive and the curving portion of East Mission Bay Drive by the Fiesta Island causeway to permit continuous, right-hand turns to East Mission Bay Drive and under Tecolote Road into the overflow parking lot.
- Providing signalized pedestrian crossings at the intersections of Sea World Drive with Friars Road and Pacific Highway.

Caltrans is already planning the widening of the Pacific Highway bridge over I-5, a project that can incorporate the recommended underpass serving the overflow lot.

**96. New Park Roads:** A new loop road should be constructed on the southern half of Fiesta Island to serve the new parkland areas. In accordance with the Design Guidelines, the Park road should maintain a 300-foot clearance from the water's edge, except on selected areas as defined in the more detailed plan for Fiesta Island. To facilitate access to the various parking areas, as well as ensure a rapid response by fire and safety vehicles, the Park road should be two-lane, two-way all the way around the Island.

In South Shores, a park road separate from Sea World Drive should be implemented to the extent possible.

**97. Fiesta Island Causeway:** Because of the anticipated intensified use of the Island, the Island's causeway should be rebuilt as a three-lane roadway, reserving the middle lane for emergency vehicles and, potentially, for alternate flows into and out of the Island during peak days, holidays, and special events. The causeway should be gradually arched and a suitably-sized culvert placed under it to permit passage by rowers. The slope of the causeway and sidewalks should not have gradients steeper than those accessible by persons with physical disabilities.



**Proposed Roadway System**

*figure 28*

**LEGEND**

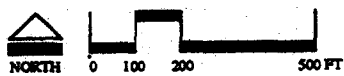
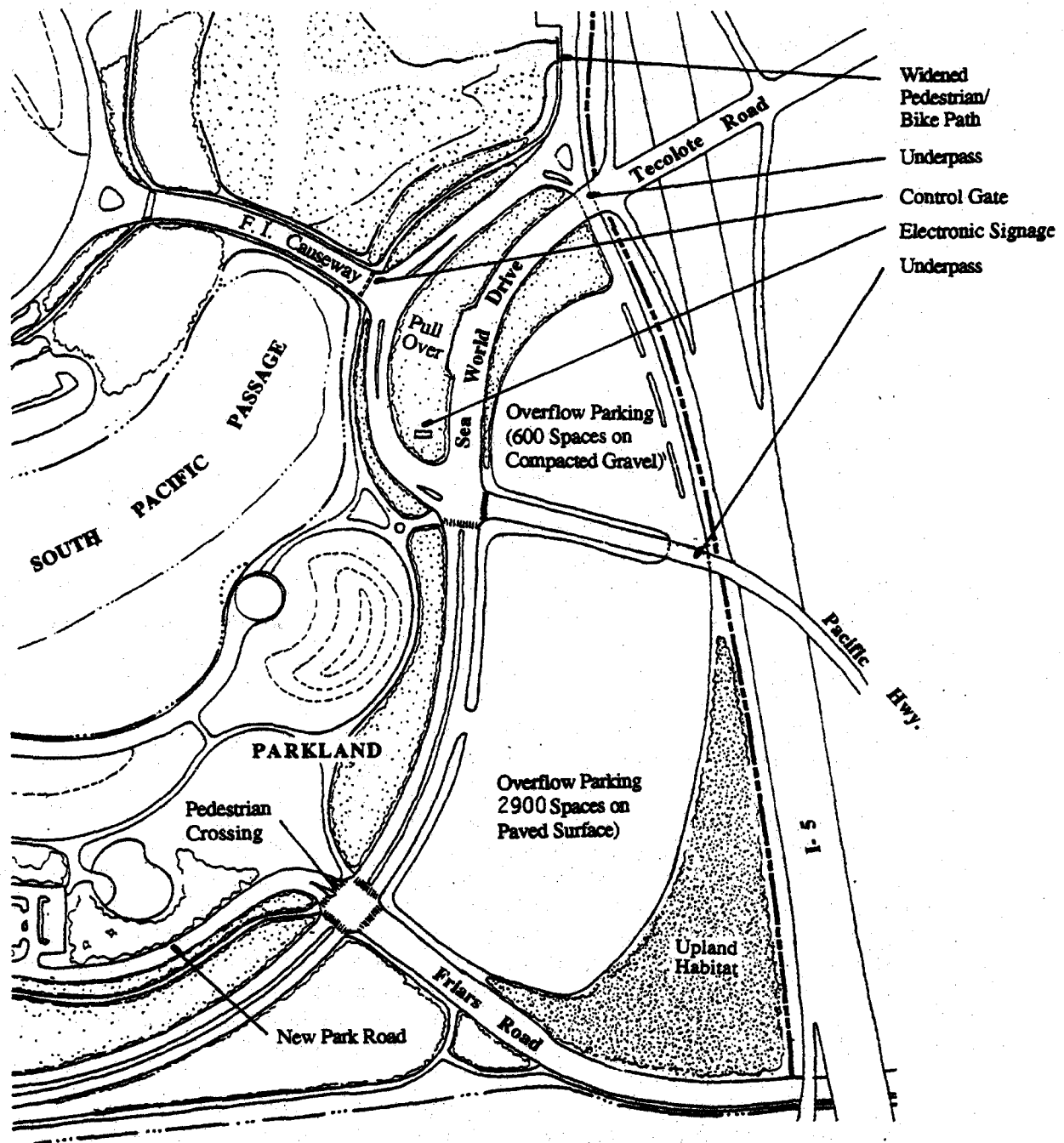
- Existing Park Road
- New Park Road
- Removed Park Road
- Special Event Access & Parking
- Maintenance/Emergency Access
- Proposed Underpass

**98. Emergency Vehicle Access:** To meet public safety concerns, the ultimate design of the Park roads must recognize emergency vehicle access needs. To this end, tram and emergency vehicle roadways may be combined.

**99. I-5, I-8 Interchange Ramps:** Several previous studies and reports, including the Midway Community Plan, have identified the need to complete the two remaining interchange ramps between Interstates 5 and 8. The two identified are the southbound ramp from I-5 west to I-8, and the eastbound ramp from I-8 north to I-5. These ramps would remove congestion from other freeway interchanges and local streets, and reduce the level of commuter traffic from Park roads.

Due to their expense, Caltrans is not anticipating implementing the ramps in the immediate future. They are, however, an included project in the currently ongoing Interstate 5 Corridor Study, and would also require completion of a Project Study Report. However, as they would be of benefit to Park users and commuters alike, it is recommended that efforts to complete these studies and secure funding for the “missing” ramps be pursued. The Caltrans Project Study Reports for these and other traffic improvements at the I-5/SeaWorld Drive Interchange are necessary to determine the phasing and funding of improvements necessary to relieve congestion during peak summer recreational use and address the cumulative effects of increased commercial development, population and public recreational demand. These reports will be funded out of the first mitigation dollars received and utilized as a factor in determining appropriate mitigation measures for future commercial projects within Mission Bay Park.

SeaWorld shall pay the City a total amount of \$10,656,900 (subject to City/SeaWorld confirmation) (the “Traffic Mitigation Funds”), payable in five (5) annual installments, commencing on the date of effective certification of this land use plan amendment. Subsequent payments shall be increased to reflect a 3% increment or by the CPI, whichever is the greater amount. The 3% or CPI shall be applied to the amount of funding remaining to be paid. SeaWorld’s payment of the Traffic Mitigation Funds to the City shall be full satisfaction and implementation of the traffic mitigation measures identified in Section 4.4.5, Transportation and Circulation, Mitigation, Monitoring and Reporting Program of the Final Environmental Impact Report for the SeaWorld Master Plan Update (“EIR”). The City shall use the Traffic Mitigation Funds for the development and construction of traffic congestion reduction measures in Mission Bay Park. The payment schedule and other details of this Traffic Mitigation Fund shall be set forth in the lease between the City and SeaWorld.



**Overflow Parking  
Access and Circulation**

figure 29